

**Amendments to the Claims:**

This listing of the claims will replace all prior versions and listings of claims in this application.

1. (original) A container for transporting cargo in a secured manner, comprising:
  - a. a first wall, a second wall, a top, and a bottom;
  - b. a temporary divider selectively located in the container for separating the container into at least a first compartment and a second compartment; and
  - c. at least one lock for securing the temporary divider against unauthorized removal;  
wherein access to the cargo in the first compartment is prevented without first removing the at least one lock and the temporary divider, while access to cargo in the second compartment is unaffected by the at least one lock and the temporary divider.
2. (original) The container of claim 1, wherein the container comprises a trailer, a rail car, an air cargo hold, a boat cargo hold, or a cargo container for air transport, ocean transport, road transport or rail transport.
3. (original) The container of claim 1, wherein the temporary divider comprises:
  - a. a bulkhead configured to extend substantially from the first wall to the second wall and to the container top;
  - b. at least one first bar removeably attached to and extending from the first wall to the second wall on a first side of the bulkhead; and
  - c. at least one second bar removeably attached to and extending from the first wall to the second wall on a second side of the bulkhead, opposite the first side of the bulkhead.

4. (original) The container of claim 3, wherein the temporary divider further comprises a base comprising a groove configured to receive the bulkhead, the base capable of resting on the bottom of the container.
5. (original) The container of claim 3, wherein the at least one lock cooperates with the at least one second bar to secure the temporary divider against unauthorized removal.
6. (original) A secured divider for dividing a cargo container having a first wall, a second wall, a top, and a bottom into a secured compartment and an unsecured compartment, comprising:
  - a. a bulkhead configured to extend substantially from the first wall to the second wall and to the container top;
  - b. at least one first bar removeably attached to and extending from the first wall to the second wall on a first side of the bulkhead;
  - c. at least one second bar removeably attached to and extending from the first wall to the second wall on a second side of the bulkhead, opposite the first side of the bulkhead; and
  - d. at least one lock disposed to cooperate with the second bar to prevent removal of the second bar,wherein placement of the divider in the cargo container with the lock locked prevents further access to the secured compartment, without affecting access to the unsecured compartment, and wherein the bulkhead cannot be removed, and access cannot be provided to the secured compartment, without removal of the second bar.
7. (original) The divider of claim 6, wherein the container is a deck trailer for use with a tractor-trailer vehicle, the deck trailer comprising at least one horizontal rail with spaced slots disposed on the first wall and on the second wall.
8. (original) The divider of claim 7, wherein the bars comprise deck bars configured to interlock with the rails.

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9. (original) The divider of claim 8, wherein the lock comprises two rod locks, the rod locks placed in cooperation with the second bar near where the second bar attaches to the first wall and near where the second bar attaches to the second wall.
10. (original) The divider of claim 6, further comprising a base with a groove configured to receive the bulkhead, the base capable of resting on the bottom of the container.
11. (original) The divider of claim 10, wherein the base comprises a board with a first width fastened between two boards with a second width to create the groove, the second width being greater than the first width.
12. (original) The divider of claim 10, wherein the bulkhead is disposed within the groove and is secured to the base.
13. (original) The divider of claim 6, wherein the bulkhead comprises two plywood sheets capable of being disposed side by side.
14. (original) The divider of claim 6, wherein the lock comprises at least one rod lock, cable tie, cable seal, bolt seal, lead and wire seal, or combination thereof.
15. (currently amended) A container for transporting cargo, comprising at least a first and a second compartment, wherein at least the first compartment is secured by separately locking it from the second compartment with a single-use lock for secure transportation of cargo therein and access to the second compartment is available without unlocking the first compartment.
16. (currently amended) The container of claim 15, further comprising a temporary divider dividing the container into the first compartment and the second compartment and at least one single-use lock cooperating with the temporary divider to separately lock the first compartment from the second compartment.
17. (original) A method for constructing a secured divider in a container having a first wall, a second wall, a top and a bottom, comprising

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- a. assembling a base capable of receiving a bulkhead;
- b. attaching at least one first bar to the first wall and to the second wall;
- c. placing the base on the container bottom near a vertical plane in which the first bar is disposed;
- d. inserting the bulkhead into the base such that the first bar is near a first side of the bulkhead;
- e. attaching at least one second bar to the first wall and to the second wall such that the second bar is near a second side of the bulkhead, opposite the first side of the bulkhead; and
- f. locking the second bar with at least one lock so that removal of the second bar may only be accomplished by removal of the associated lock.

18. (currently amended) A method for transporting secured cargo in a container having a first end, comprising

- a. loading cargo into the first end of the container;
- b. erecting a barrier such that the barrier and the first end define a compartment containing the cargo, the compartment having a smaller volume than the container;
- c. locking the barrier with at least one single-use lock to create a locked compartment, the cargo therein being secured cargo; and
- d. transporting the container to a destination without removing, transferring, or handling the secured cargo in the locked compartment.

19. (currently amended) A cargo control system for transporting cargo, comprising

- a. a container;
- b. material for constructing a removable bulkhead to be placed within the container to define a compartment having a volume smaller than the volume of the container;
- c. at least one lock for locking the removable bulkhead;
- d. means for identifying the at least one lock; and
- e. means for verifying that the at least one lock has not been unlocked, removed, or breached during transport of the container.

20. (currently amended) A method for providing for the secure transport of a consignor's cargo from an origin, comprising

- a. placing the consignor's cargo into a container;
- b. partitioning the container with a removable, lockable divider such that the consignor's cargo is located in a compartment within the container having a smaller volume than the volume of the container;
- c. locking the removable, lockable divider with [a] at least one single-use lock such that the compartment is a secured compartment;
- d. enabling non-secured cargo to be placed into the container outside of the secured compartment; and
- e. transporting the consignor's cargo in the secured compartment, without allowing access to the cargo in the secured compartment, to a destination specified by the consignor.

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21. (withdrawn) The method of claim 20, further comprising requiring payment from the consignor based, in part, on the linear space occupied by the consignor's cargo in the secured compartment.
22. (withdrawn) The method of claim 20, further comprising identifying the lock at the origin to enable verification that the same lock is intact when the consignor's cargo arrives at the destination.
23. (withdrawn) The method of claim 20, further comprising destructively removing the lock once the consignor's cargo arrives at the destination.
24. (new) The cargo control system of claim 19, wherein means for identifying the at least one lock comprises a serial number associated with the at least one lock, and means for verifying comprises a notification capable of being affixed to the bulkhead and on which can be recorded the serial number associated with the at least one lock.
25. (new) The method of claim 20, further comprising:
- recording a serial number associated with the lock onto a notification before transporting the consignor's cargo; and
  - affixing the notification to the divider before transporting the consignor's cargo.
26. (new) The method of claim 25, further comprising comparing the recorded serial number with the serial number associated with the lock after transporting the consignor's cargo to the destination.